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WHAT IS CLAIMED IS:

1. Method of muffling the noise of successive components, by which an intermediate layer is placed between the two components, which are spaced away from one other at least in regions, and by which method, as a result of the intermediate layer, the sound transmission and/or vibration transmission from one component into the other is reduced, said method comprising:

inserting an air cushion as an intermediate layer, and placing the air cushion at least indirectly on at least one surface respectively of each of the components.

2. Method according to Claim 1, wherein the internal gas pressure in the air cushion is increased after its installation for placing the air cushion against the components.

3. Method according to Claim 1, wherein the internal gas pressure in the air cushion is increased after the mutual connection of the two components.

4. Method according to Claim 1, wherein the air cushion is inserted with a gas volume which is no more than slight during the mounting of the two components to be muffled.

5. Method according to Claim 1, wherein an elastic material is selected as

material for the cover of the air cushion at least in regions of the cover.

6. Method according to Claim 1, wherein a muffling-active material is selected as material of the cover of the air cushion at least in regions of the cover.

7. Method according to Claim 2, wherein the air cushion is closed in a gastight manner after the admission of pressure.

8. Method according to Claim 1, wherein the air cushion is adapted in its shape approximately to the cavity between the two components.

9. Method according to Claim 1, in the case of a motor vehicle, particularly a passenger car or a truck, the gas space of the air cushion is fluidically connected with a blower, particularly with a heater and/or an air conditioner.

10. Method according to Claim 9, wherein warm air and/or air-conditioned air is caused to flow through gas passage openings arranged in the cover of the air cushion into the vehicle occupant compartment of the motor vehicle.

11. Method according to Claim 1, wherein the internal pressure of the air cushion is changed as a function of the frequencies to be muffled.

12. Noise absorber for successive components, which noise absorber is arranged between two components arranged away from one another at least in regions,

wherein the noise absorber is at least one air cushion which is placed at least indirectly on at least one surface respectively of each of the components.

13. Noise absorber according to Claim 12, wherein the air cushion has a gas supply opening.

14. Noise absorber according to Claim 12, wherein the material of the cover of the air cushion is elastic.

15. Noise absorber according to Claim 12, wherein the material of the cover of the air cushion is muffling-active.

16. Noise absorber according to Claim 13, wherein the gas feeding opening can be closed in a gastight manner.

17. Noise absorber according to Claim 12, wherein the air cushion is fluidically connected with a gas-feeding blower.

18. Noise absorber according to Claim 17, wherein the cover of the air cushion has gas passage openings.

19. Noise absorber according to Claim 17, wherein in the case of a motor vehicle, particularly a passenger car or a truck, the blower is connected with the heater and/or air conditioner.

20. A passenger motor vehicle assembly comprising:

two vehicle components spaced from one another, and  
an air cushion placed between the vehicle components and  
having respective air cushion cover surface sections; and

wherein said air cushion includes an internal cavity  
connectable with a pressure source operable to increase pressure in  
the cavity and press said cover surface sections toward the  
respective components so that said cover surface sections contact  
the respective components when in an installed position thereby  
forming a sound muffling assembly between the components.

21. A passenger motor vehicle assembly according to claim 20,  
comprising a pressure source for increasing the pressure in the cavity.

22. A passenger motor vehicle assembly according to claim 21, wherein  
the pressure source is a blower of a vehicle air conditioning system.

23. A passenger motor vehicle assembly according to claim 22, wherein  
one of said components faces an interior passenger space of a vehicle.



includes directing air flow from an air conditioner to said air cushion.

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